NEW-ORLEANS BEE.

BY BULLITT, BULLEN & MAGNE
At No. 81 Chartres street

"TRUTH IS OMNIPOTENT AND PUBLIC JUSTICE CERTAIN"

NEW-ORLEANS:
THURSDAY MORNING, MARCH 14, 1839.

FOR PRESIDENT OF THE UNITED STATES
HENRY CLAY,
OF KENTUCKY.
Subject to the decision of a National Convention.

NORTH EASTERN BOUNDARY QUESTION.

It is impossible as well as unnecessary to disguise the fact, that the collisions between the government of the United States and that of Great Britain in regard to the fixation of the boundary line of the state of Maine may result ere long in a national war.—While these difficulties were unattended by prospective hostilities, little direct interest was felt beyond the immediate limits of the state, a portion of whose territory was implicated in the dispute; but the recent bellligerent attitude assumed by Maine, and the sanction thrown around her proceedings by congress and the executive, have materially modified the aspect of affairs and have rendered the points under controversy a subject of profound, absorbing and general interest. The great mass of the people find themselves deeply involved in the satisfactory settlement of a question that affects the national honor, and vague and idle curiosity becomes at once converted into the most lively and eager desire to acquire correct and ample information in relation to all the merits of the case. We, therefore, consider it a part of the duty of the press to make the public thoroughly familiar with the various circumstances connected with the north eastern boundary question, from the date of the limitation of the boundary line in 1783 to the present critical juncture. If we are to have a war, let the people prepare for it with a perfect knowledge of the different points at issue, and a conviction of the justice of our cause. The boundary question is based upon the treaty of 1783, by which our national independence was recognized, after a seven years sanguinary struggle. In that memorable document the limits of the vast country which had thrown off the British yoke were distinctly specified. We are therefore contending for a right secured to us by the voluntary act of Great Britain—we are contending for the preservation of the possessions guaranteed to us by the treaty of Paris—for the integrity and inviolability of our territory. It is hence a question of paramount importance and claims the serious attention of every American citizen.

The subjoined extracts from a number of the North American Review for 1829, present the question in a clear and perspicuous point of view.

"On the acknowledgment of the independence of the United States, a partition of territory between those states and the provinces remaining to the crown of Great Britain, became necessary. By the second article of the definitive treaty of peace, of 1783, it is stipulated, for the purpose of preventing all disputes that might arise on the subject of the boundaries of the United States, that "the following are and shall be the boundaries, namely, that angle which is found by a line drawn due north from the source of St. Croix river to the highlands; along the said highlands which divide those rivers that empty themselves into the river St. Lawrence, from those which flow into the Atlantic ocean, to the northwestermost head of Connecticut river, thence down along the middle of that river &c. and east by a line to be drawn along the middle of St. Croix river, from its mouth in the bay of Fundy to its source, and from its source, directly north to the aforesaid highlands, which divide the rivers that fall into the Atlantic ocean, from those which fall into the river St. Lawrence," &c. Under this part of the treaty, three questions have arisen between this country & Great Britain. The first of these questions was, which of the three branches of the St Croix was intended by the treaty. This was determined in 1798, by the unanimous voice of the commissioners under the treaty of 1794, by adopting the extreme northern source of the northern branch of the Schoodiac river, as the source of the St. Croix; and a monument was then established as the point from which the due north line should be run. This decision was in conformity with the grants which had been made by the governments on each side, and appears otherwise to have been founded on very just principles. Both parties readily acquiesced in the decision. The second question involved the right of the respective parties to certain islands in the bay at the mouth of the river.

"This also has been satisfactorily settled, by commissioners under the treaty of Ghent.

"The third question is, where are the highlands situated, at which the line, running due north from the source of the St. Croix shall terminate. This question is now in discussion between the two governments. The language of the treaty is so clear, and it conforms so precisely with known limits of the several colonies, long before the treaty was made, that it is surprising the question has been raised, and much more that it has been persisted in, with such confidence, by those who represent the British government. We see not how it is possible without abandoning both the manifest import of the language of the treaty, and the clearly defined limits of the then contiguous provinces, for twenty years before the date of the treaty to adopt any other construction than that the line to be drawn from the source of the St. Croix, shall run due north, until it crosses the river St. John, and reaches the high lands which divide the waters emptying into the river or gulf of St. Lawrence, from those which run into the St. John, and through it into the bay of Fundy and the Atlantic ocean.

After the cession of Canada to Great Britain, by the peace of 1763, the king issued his proclamation of October 7th, declaring, that with the advice of the privy council, he had granted letters patent, under the great seal, to erect four distinct governments, within the ceded territories. The first of these was the government of Quebec, the boundary of which, on the south and east, is described in the proclamation, in the following words, namely: "from whence this said line crossing the river St. Lawrence, and the lake Champlain in forty-five degrees of north latitude, passes along the high lands, which divide the rivers that empty themselves into the said river St. Lawrence from those which fall into the sea, and also along the north coast of the *bays des Chaleurs*, and the gulf of St. Lawrence, to cape Rosieres," &c. &c.

"In conformity with the line of boundary thus established for the province of Quebec, the royal commission, granted about the same time, to Montague Wilmot, Esq. appointing him captain-general and governor-in-chief over the province of Nova-Scotia, thus describes the limits of that province, namely; "To the northward, our said province shall be bounded by the southern boundary of our province of Quebec as far as the western province of the Bay des Chaleurs, to the eastward, by the said bay, and Gulf St Lawrence, &c." and to the westward, it shall be bounded by a line drawn from Cape Sable across the entrance of the Bay of Fundy to the mouth of the river St. Croix, by said river to its source, and by a line drawn due north from thence to the southern boundary of our colony of Quebec."

"Whatever doubts there may be as to the precise delineation, which should be given to the boundary line between Lower Canada and Nova Scotia, from the description of it in the proclamation of 1763—in the commission to the governor of Nova Scotia—and in the treaty, there can be no doubt as to the fact, that this line was not intended to cross the river St. John; and that the governors of Nova Scotia—and of New Brunswick since the division of the province, have uniformly proposed as jurisdiction extending farther north, than the point at which the St. John crosses the due north line from the source of the St. Croix. It is therefore in the highlands north of the St. John that the north-east angle described in the treaty, is to be sought."

The question is here presented in so simple and satisfactory a light, that it is wonderful that Great Britain should sacrifice her reputation for fair dealing by persisting in claiming any portion of the territory in dispute.

The boundary line, as contended for by the United States, was acquiesced in by Great Britain, and was repeatedly officially adopted by her. The question in dispute is whether the highlands dividing the waters of St. Lawrence from those flowing into the Atlantic, are to be found on the north or south side of the St. John. If it be conceded that the boundary line between Maine and New Brunswick, after leaving the sources of the St. Croix, crosses in a northward direction the St. Johns river, the whole question is settled. In addition to the evidence upon this point contained in the above extracts from the North American Review, we have the testimony of the British commissioner, Ward Chapman, Esq. who was appointed by that government to assist in fixing the boundary agreed upon by the treaty of 1783. The only point in dispute at that time, was, which of the St Croix rivers was intended by the treaty, as several streams bore that name. It was mutually understood, by the commissioners of the United States and Great Britain that the line did cross the St. Johns, and Mr Chapman in endeavoring to establish the head of the Schoodiac lakes to be the source of the St. Croix, says

"The figure of Nova Scotia, at the time of the treaty of peace were the same that were established when the province was anciently and originally erected and named [1621] in every respect excepting the island of St John's, and the northern boundary line, which by the erection of the province of Quebec after the peace of 1763 was altered from the southern bank of the St Lawrence to the highlands described in the treaty of peace."

Again:—"A line due north from the source of the western or main branch of the Schoodiac or St. Croix will fully secure this effect to the United States in every instance, and also to Great Britain, in all instances except in that of the river St. Johns, wherein it is impossible by reason that the sources of this river are to the westward, *not only of the western boundary line of Nova Scotia*, but of the sources of the Penobscot and the Kennebec, *so that this north line must of necessity cross the St. Johns.*"

Neither party seemed to have entertained any question of the fact, that the eastern boundary of Maine crossed the St John's until after the late war, during which the inconvenience of having a foreign state to interpose between the provinces of New Brunswick and Lower Canada was felt by Great Britain. From that period it has been an object of continued struggle with England to get the line agreed upon in the treaty of 1783, so altered as to allow her a direct communication between Quebec and Halifax. The United States have resisted all overtures to alter that line, as well as every effort on the part of Great Britain to procure a cession of any portion of the territory in dispute.

The treaty of Ghent made no change in the line of boundary, notwithstanding the British commissioners made proposals to vary the line so as to allow of a direct communication between the military and naval depots of the British possessions of North America in that treaty was inserted a provision for a joint commission to ascertain the northwest angle of Nova Scotia, "so as to run the line as agreed upon by the treaty of peace in 1783."

In accordance with this stipulation, the commissioners of both countries met to run the line commencing at the source of the St. Croix. They proceeded north to "Mar's hill," a point to the south of the St. Johns, which the British commissioners, in defiance of the proofs and the official acknowledgment of their government, repeatedly stile, that the northwest angle of Nova Scotia, was north of that river, insisted upon as being the highlands designated by the treaty. Thence they ran the line westwardly to Canada, making the highlands, dividing the waters of the Penobscot and St. Johns, the boundary line instead of those dividing the rivers flowing into the St. Lawrence and the Atlantic, as designated in every document having relation to the subject. The British authorities adopted Mar's hill as the point whence the line should run west, for the purpose of securing the communication between Halifax and Quebec, which was applied for at Ghent, and for which an equivalent was offered, without success. The American commissioners, of course, insisted upon running the line further north, and crossing the St. Johns, but the survey there terminated unsatisfactorily, each party making a distinct report to his own government.

It was out of this disagreement between the commissioners in running the line, that the negociation arose which terminated in referring the matter to the arbitration of the king of the Netherlands, who decided after some years delay, that he could not award the boundary claimed by either party, but fixed upon an intermediate line, which was rejected, very properly, by the senate of the United States.

From the rejection of the award of the king of the Netherlands the government of Great Britain and the United States have been negotiating, to the present period,—Great Britain insisting upon running a conventional line, the United States upon that agreeable to the treaty of 1783. Various propositions have been made by each government, which have been, after a few years deliberation, rejected by the other. At length, however, it is agreed to have a new joint survey. But the precise plan of conducting it, is yet being negotiated, until the settlement of which both parties are to exercise equal jurisdiction over the disputed territory, so far as that jurisdiction is necessary to expel and punish trespassers.

Considering, the vexatious delays which have protraitnaled the settlement of this question for more than fifty years, and the frequent border collisions which they have produced, the irritation of Maine can not be wondered at. Indeed, as much as a war is to be deplored, we very much doubt if many of the southern states would have endured the dilatory proceedings of government, with so much patience. The chances are, that if Great Britain or any other power should set up a claim to a third of this state, blows would be exchanged before fifty years were consumed in negotiations, and the very fact that Maine has borne with such exemplary patience the continuation of this unsatisfactory and troublesome negotiation for so many years, is evidence that, now she has been galled into measures of open warfare, peace can only be secured by a speedy and equitable arrangement of the matter in dispute. The recent claim set up by Sir John Harvey to exclusive jurisdiction over the debated territory, is very little calculated to soothe the aroused temper of our northern brethren, and it is well that he has been made to know, that something else than inks inds to be shed, before such a pretension will be submitted to.

We rejoice that congress has acted so promptly in the present emergency. We regard the law empowering the president to raise so large a force as 50,000 men in case of need, as a peace measure, for Great Britain will hardly undertake a disastrous war upon grounds so untenable as her claim to the northern portion of Maine, and her Britannic Majesty's Lieutenant Governor will no doubt take occasion to confine his future operations to the territory of New-Brunswick, when he is made acquainted with the passage and provisions of the law. But in any event, the authority should have been given to the executive;—for should war be the consequence of the present border difficulties, the policy of the measure is more apparent.

"What has occurred since the late presidential contest to manifest any falling off on the part of the people in their affection and preference for Old Tippecanoe!—*Louisville Journal.*

We are astonished that so able and well-informed a paper as the Gazette should propound such an interrogatory. Is it necessary to remind the editor that general Harrison has been beaten, entirely and completely beaten, in the states of Pennsylvania and Ohio, where his name was a tower of strength and his opinions were considered the orthodox sentiments of the whig party! Must we recall to the recollection of the Gazette, that in Pennsylvania the administration candidate for governor in the October elections succeeded by a majority double that received by Mr. Van Buren at the last presidential contest, and this when the patronage of the state was vested in a gentleman friendly to the nomination of "Old Tippecanoe!" Is this no evidence of a falling off on the part of the people in their affection and preference!" Did not Ohio, the adopted residence of general Harrison, the state that clung to him in 1836 and gave him a majority of 50,000 over his loco foco competitor, fall from him in '38 and elect an administration candidate for governor by the *twenty of five thousand votes* majority! Is it not a fact universally known and conceded that the canvass in Ohio was conducted under the special supervision of general Harrison himself—that he travelled from precinct to precinct—that he addressed the people in defence of the principles of the whig candidate—that he employed his utmost exertions and influence to secure his election—*and was he not defeated?* Can we have more convincing testimony that general Harrison has fallen off in popularity.

A singular spectacle is presented by the states of New-York and Ohio, relative to the presidential candidacy—one of the latter is defeated in his native and the other in his adopted state. Mr. Van Buren's own New-York is whig to the core, and "old Tippecanoe's" own Ohio deserts her once well beloved son, and contributes her powerful aid to sustain the administration. To prate about the overwhelming popularity of general Harrison is to draw upon imagination for facts. We ask for proofs of this vaunted popularity. If to be defeated in the very states that most warmly support his presidential pretentions be regarded as unequivocal evidences of popularity, we will not hesitate to admit the legitimacy of the claim. It is curious enough to note that New Hampshire, Illinois, Ohio, and Pennsylvania are the foremost in their arrogant and ill-advised attempts to renounce the authority of the proposed national convention, and to thrust *nolens volens* upon the people a whig candidate, where those four states are precisely those in which the administration yet maintains its strongest hold. Supposing general Harrison to be nominated, we should be glad to know whether he would receive the electoral vote of the above mentioned states. Not if recent events can be considered in any wise a fair test of popular sentiment. Is it not then the height of presumption in states in which the whig party is at present confessedly in a minority, to urge the adoption of their candidate without respect to the arbitration of the convention! Is it not unpardonable folly or premeditated hostility to the true interests of the whigs, in those conductors of public journals who labor thus unceasingly to scatter the seeds of division and dissention in the yet firm phalanx of the opposition. We deprecate this course in the most emphatic manner, and we call upon good and true whigs to unite with us in putting it down.

Were we disposed to institute disparaging contrasts between Mr. Clay and Genl. Harrison, the occasions, heaven knows, are sufficiently abundant. Mr. Clay's own state has never forsaken him. His name alone in Kentucky, commands a majority, that overcomes even a show of opposition. The states which advocate his nomination are generally those which will sustain him by substantial majorities. The only dark spot that malignity affected to discover on the other, who stainless purity of his life, has been promptly and forever effaced by his late powerful effort in the halls of legislation in which he condemned the principles and policy of abolition. He hence will some recommended at once to the four quarters of the confederacy. The south, that important section of the union will, with perchance the exceptions of South Carolina and Alabama, go for him in preference to any other candidates. We know well the feeling of the southern states—we have sojourned long among the generous and chivalric southrons, and we can tell the friends of Harrison that no man but Henry Clay stands any chance of success among them. Had he been the candidate in the late contest, we have little doubt he would have succeeded. Gen. Harrison is comparatively unknown to the south—he is regarded either with indifference or suspicion—there is no enthusiastic admiration entertained for him. If he were the candidate we firmly believe, that despite the efforts of the whig press, he would not carry a single slave holding state except Kentucky. Why was it that Mr. Van Buren obtained the votes of North Carolina, Louisiana and Mississippi? Not surely on account of his own strength or popularity, but because of the weakness or unpopularity of his antagonist. Harrison's name was not even brought before the people of Louisiana and Mississippi, and Judge White's popularity was so unmeasurably beneath that of Mr. Clay, that with the decided whig majority in the these states, apathy and idle warmness prevailed among the party, and Mr. Van Buren received a small majority. We will venture to assert upon some experience and some enquiry, that in the states alluded to, where Henry Clay will command an almost undoubted majority, the hero of Tippecanoe Would not receive a thousand votes.

The western journals that are so contumacious in their recommendation of Genl Harrison, seem entirely to forget that Virginia, N. Carolina, Georgia, Louisiana and Mississippi contribute in the aggregate a very large number of electoral votes; that some of these states will *unquestionably* and others *probably* give a majority to Mr. Clay, and that in none, and not one could Gen'l Harrison possibly succeed. The Harrison presses appear to possess about as much political perspicacity, as moles have of the faculty of vision—they see very well what is transpiring so close to their optics as almost to touch them, but beyond this contracted sphere of observation all is darkness and ignorance.

SPECIE.—The packet ship Orbiste, capt. Sears, from New-York, brings out specie to the amount of $100,000, consigned to J. B. Perrault and A. Lanfear—making about $200,000, received from New-York within a month. We hope these indications of returning prosperity may not prove illusory.

THE EXPRESS Mail of yesterday brought us nothing but a few western slips, and a slip from the office of the Augusta Chronicle.

ECLIPSE COURSE.

FIRST DAY.—*Two mile heats—for a service of silver.*

We understand that the race was beautifully contested, there being five entries, and Richard of York winning in two heats. The first heat Roderick Dhu, being the contending nag, and Fanny Wright the second; Fanny coming out about a length behind.

Time: 3, 49—3, 46.

PANORAMA OF PARIS.—We perceive that this magnificent work of art has been removed to opposite the St. Charles theatre, for the accommodation of the residents of the second municipality. All who admire fidelity of execution and excellence of perspective should visit this beautiful painting.

MINISTER TO ENGLAND.—It is rumored that the Hon. Dan'l Webster was nominated to the senate, on the 4th inst., as Minister Extraordinary to England.

We acknowledge the receipt of several interesting public documents from our representative in congress, HENRY JOHNSON, Esq.

Several individuals, passengers on board the Galenian, have suffered severely by her loss. Mrs. Morse, of St. Martinsville, lost $3,000 in cash. J. P. Miller, of New Town, $2,000 in merchandize; Wm. Davidson, of Cincinnati, (Ohio,) $2,500 in merchandize. The loss sustained by Mr. Davidson falls very heavily upon him, as it was all he had in the world.—The amount of property consumed, including the boat, is about $30,000.

A meeting was to be held at the court-house in Franklin, to adopt measures for the relief of the sufferers by the burning of the Galenian.

MCKENZIE, THE PATRIOT.—A letter from Rochester, N. Y. states that the locofoco insurgent had been run off with 19 kidnappers. Four men entered his office about nine o'clock, P. M.—knocked him down, gagged and bound him, and then carried him off. It is presumed he has been taken to Canada. A little boy who was in the office at the time, and concealed himself, communicated the intelligence of his capture. Pursuit has hitherto been unavailing. Five thousand dollars was the reward offered for the apprehension of McKenzie, by the Canadian authorities.

MEXICO.

The Cora, which arrived yesterday from Tampico, brought intelligence of little intrinsic importance, but of some collateral interest. The news is principally conjectural.

Some say that general Urrea had received a check, others declare that he had been defeated, and that Mejia was besieged at Tuxpan by the central troops.

Bustamente was to march against Tampico, of which city he had determined to take possession.

Santa Anna, it was stated, was sick at Puebla. Finally the report prevailed at Tampico that the difficulties between France and Mexico were to be adjusted.

A gentleman of our acquaintance, entirely worthy of confidence, has received a letter from Tampico of the 27th Feb'y, of which the following is the substance. The details are furnished by an individual actively engaged in the struggle.

General Mejia was at Tuxpan with a thousand available troops, well disciplined, well armed and full of enthusiasm. Gen'l Cos, who was marching against him, was still at Papantlan, about eight leagues distant, at the head of six hundred troops, who were daily deserting him to join the federal army. Gen'l Urrea had received a slight check at the *Valle del Maiz*, occasioned by the imprudence of one his officers, Gen'l Hernandez. But the next day, according to intelligence received at Tampico by express, Urrea had retaliated and routed the centralists, who retired in disorder on San Luis, their commander, Col. Romero, being mortally wounded. Col. Martin Perrega was to have left Tampico to join Urrea, and the two were to have marched immediately against San Luis Potosi. Little doubt was entertained that they would enter that city in triumph.

Santa Ana was expected at Mexico on the 17th, to assume temporarily, the presidency, and Bustamente was to have commanded the federal troops.

A rumor was current at Tampico, that the Mexican government had proposed to the French Admiral the amicable arrangement of the differences existing between the two nations, but it was thought that Admiral Baudin would refuse to treat with such men as Santa Ana or Bustamente, whose want of good faith was well known to him.

CLAYTON'S ACCOUNT OF HIS 19TH AERIAL VOYAGE.

At 10 m. past 5 o'clock, P. M., March 10th, 1839. I took my departure from the city gas works, and commenced my ascent into the atmosphere. The lower current of air being strongly diverted at a rapid rate, in a few moments, I had the same grand view of New Orleans, and its surrounding country, that I had on my last ascension, but the atmosphere, this time, being more transparent, and the terrestrial objects being illuminated by the sun's rays, the whole presented a map more richly painted than on that occasion.

For the first ten minutes, the balloon was borne in a due north direction. It then struck a wind which was blowing to the north-east. I was now about half way between the city and the lake, (Pontchartrain,) and nearly over the plantation on which I landed on Wednesday last. I twenty-five minutes after leaving the earth, I was at my greatest altitude, (two miles and half mile.) The wind veering a little more to the eastward, I was in hopes that I should be able to land near the river plantations, but I soon found that to be impossible. My course was now towards the cypress swamps, direct for the Chief Menteur, near which I landed three years ago, and where I had to lay out all night on the wet grass, among wild hogs and alligators. Not liking this course, I opened the valve, and commenced descending. I could now faintly hear noises from the suburbs of the city, and a rattling noise caught my ear like that of heavy machinery. This I soon discovered to be the locomotive and train of cars on their way from Pontchartrain to the city.—I now reached the lower wind, which bore me towards the lake, of which I had a fine view. One of the Mobile steamboats was approaching the wharf.

My determination was to land on a plantation near the race-course; but the altitude of the balloon and the swiftness of the wind were too great for me to accomplish it. I was now floating over the dense cypress swamp, and within a mile of the lake. My next plan was to keep near the top of the trees, and on reaching the beach to descend. When the balloon was within half a mile of the lake shore, it suddenly descended to the trees, one of the dead branches of which came in contact with the netting, tore the silk, and let out the gas, and landed me safely on my ariel, vessel a complete wreck, in the middle of one of the most dense swamps.

If now being too late to pack up my balloon, I determined to spend my night in the woods. I made my bed in the car—or rather, like a bird, arranged my nest among the branches of the trees—and should have slept soundly had not the musquitoes made war against me.

When I arrived at the lake, I met with a warm reception: and was informed that every arrangement had been made that could be devised to aid me. Previous to my landing, a numbers of boats had been manned, and the steamboat Merchant, were all ready to launch out to assist me, in case I fell into the lake. Fires were also lit on the beach and kept burning during the night. To these gentlemen, whose anxiety for me was great, I take pleasure in expressing my grateful thanks.

RICH'D. CLAYTON.

Wednesday, March 13, 1839.

Correspondence of the Journal of Commerce,
KEY WEST, Feb. 12, 1839.

The ship Albree, Knowles master, of Boston, from St. Josephs, laden with 1165 bales of cotton, went upon the north bank of Tortugas on Friday morning and was assisted in getting off by the wreckers. Her rudder pintals are broken, and her keel is supposed to be badly injured. Eight hundred bales of the Cotton were brought here in the wrecking vessels, and the ship arrived yesterday. She will be condemned by the Judge, returns, who is daily expected. The Italian brig La Maria is yet here, and the master will contest the right to salvage altogether, on account of the conduct of the claimants. The case of the ship I do not know, but the salvage will not probably exceed one per cent.

Lieut. McLaughlin, of the United States schooner Wave, with the cutter Campbell and a transport, has gone to Cape Florida to make a land expedition against the Indians. He is a very active and persevering officer, but has been delayed in his operations by sickness this winter.

[REPORTED FOR THE BEE.]

STATE LEGISLATURE.

HOUSE OF REPRESENTATIVES.

Wednesday, March 13, 1839.

House met at nine o'clock precisely, and there being but eight members present, including the speaker, on motion the house adjourned until ten o'clock, taking a recess of one hour.

At ten o'clock, there being a quorum present, the journals was read and the house proceeded to business.

Mr. Thomas moved that the house do now proceed on the bill authorizing a publication of a digest of the laws of the state, be reconsidered; and then moved that the bill be laid upon the table subject to the call of the house.

Leave of absence was granted to Messrs. Muse and Breau.

On motion of Mr. Davidson the rules were dispensed with to take up a bill from the senate authorizing the governor to form "the light infantry battalion of the legion of Louisiana," composed of the companies called the Tagers, Louisiana Greys, and Montgomery Guards.

The bill was passed with out a dissenting voice.

On motion of Mr. Phelps the house took up the bill making appropriations to the Harrisburgh and Vidalia road. This bill passed the house some time since, and was sent to the senate where some amendments had been made. The house now took into consideration those amendments.

The seventh section of the bill (appended in the senate) makes an appropriation for consecrating a canal from the Poydras plantation to bayou ——— in the parish of St. Bernard. Mr. Brasher moved that the section be rejected, and addressed the house in behalf and in explanation of his motion. Several other members spoke on the question, and the house tying the committee eight to eight, the section was rejected. The eighth section, appropriating $8,000 to widening the canal on the eastside of the Mississippi, in the parish of New Orleans was also rejected.

The ninth section appropriates $10,000 for building a levee and other purposes, in the parish of St. John, the Baptist. This section was adopted. The tenth section appropriating $2000 for constructing a road leading from Vicksburg to the town of Monroe in the parish of Washita. This section was also adopted and the bill passed.

Mr. Davidson enquired if the judiciary committee had acted upon the bill he had submitted relative to free negroes in the state of Louisiana, and requested that the committee report that, or a similar bill on today or to-morrow.

Mr. Dunbar in behalf of the committee stated that the committee had the matter under consideration and would report as requested. The house then proceeded to the

ORDERS OF THE DAY.

The house concurred in a bill from the senate to continue in force the act incorporating the city of Lafayette.

The resolution offered yesterday by Mr. Winchester, rescinding the resolution to adjourn *sine die*, was called for, but there not being a sufficient number in favor of the motion to dispense with the rules, the resolution yet lays on the table.

The house then proceeded to the third reading of the bill to provide for the trying of certain kinds of law suits. The bill was passed.

The bill to create the office of auditor of auction sales in the city of New-Orleans, and defining his duties. The bill was passed.

By a message from the senate, that body persisted in their amendments to the bill making appropriations to the Harrisonburgh and Vidalia road, which had been rejected in the house, and requested the appointment of a committee of conference of the two houses, upon the matter in disagreement.

The bill to prohibit betting at elections in Louisiana, now came up; a substitute for the first section was offered by Mr. Brashear, and adopted. The original section made the offence punishable with imprisonment; the substitute makes it subject to a fine not exceeding double the amount wagered. The bill passed by a vote of 39 ayes to 5 nays.

Read third time, the bill to create additional election precincts in the parishes of Catahoula and Natchitoches. The bill was amended and passed.

The bill to amend the act authorizing the apportionment of the police jury of the parish of Natchitoches, was read the third time and passed.

Read the third time and passed, the bill relative to the roads and levees and parish jury of the parish of St. Bernard, and for other purposes.

The house then adjourned until 10 o'clock, to-morrow.

From the Commercial Advertiser.

NAVY OF THE UNITED STATES.

NAME.	CLASS.	COMMANDER.	STATION.
Ohio	line ship	Capt Smith	Mediterranean
Constitution	frig ate	Capt. Dobson	do
Cyane	sloop	Com Percival	do
North Carolina	line ship	Capt Ballard	Pacific
Lexington	sloop	Capt Chase	do
Independence	ship	Com M Keever	do
Enterprize	schr	Lt Gansby	do
Boxer	schr	Lt Nicholson	do
Independence	frigate	Com. Nicholson	Coast of Brazil
Fairfield	sloop	Lt. Purviance	do
Dolphin	brig	Lt M'Kenzie	do
Macedonian	frigate	Com not desig	West Indies
Vandalia	sloop	Com Lavallette	do
Boston	do	Com. Babbitt	do
Peacock	do	Com Piper	do
Ontario	do	Com M'Kinny	do
Erie	do	Com. Smoot	do
Levant	do	Com Pinckney	do
Warren	do	Com not desig	do
Grampus	schr	Lt Paine	do
Columbia	frigate	Com. Ap Catesby Jones	East Indies
John Adams	sloop	Com Wyman	do
Concord	do	Com Gregory	Exploring Exp.
Peacock	do	Lt. Hudson	do
Relief	store ship	Lt. Long	do
Fulton	do	Lt Ringgold	do
Consort	do	Lt Gardner	Gov't packet
Woodbury	schr	Lt Nicholson	do
Fulton	steamer	Capt. Stimers	Atlantic Coast
Columbus	line ship	Receiving ship	Charlestown
Constellation	frigate	In ordinary	do
Concord	sloop	do	do
Washington	line ship	do	do
Franklin	line ship	do	Brooklyn, N. Y.
Hudson	frigate	Receiving ship	do
St. Louis	sloop	In ordinary	do
Sea Gull	steamer	Receiving vessel	Philadelphia
Pennsylvania	line ship	In ordinary	do
Delaware	line ship	do	do
Potomac	frigate	do	do
Brandywine	do	do	do
Warrior	do	do	do
Java	do	do	do
Shark	schr	Receiving ship	do
		In ordinary	do

* Unfit for sea service.

COMMANDERS OF STATIONS.

Com. Isaac Hull, Mediterranean. Lt R Ballard, Pacific. Com. J B Nicholson, Coast of Brazil. Com. A J Dallas, West Indies. Com. G C Read, East Indies.

The commander of the Exploring Expedition is Lt. Charles Wilkes.

VESSELS ON THE STOCKS.

Denomination.	Where Building.
Shipwrights line	Portsmouth, N. H.
Frigate	do
Two ships of the line	Charlestown, Mass.
Frigate	do
Two frigates	Brooklyn, New-York
Frigate	Philadelphia
Ship of the line	Gosport, Virginia
Frigate	do

TRADE AND COMMERCE.

IMPORTS.

Liverpool—Per ship Timoleon—1,00 sacks salt, 840 hampers potatoes.

Liverpool—Per ship Robert Bruce—255 tons salt.

Tampico—Per schr Cora—$2800 specie, 5 bags Cuba pepper, 10 do beans.

Laguayra—Per ship Telegraph—17 crates and 11 casks earthenware, 2620 sacks salt, sundry small job mdse, 1 bull, 1 calf, 4 dogs, 5 sheep, 8 pigs 38 game cocks.

Per ship Lafayette—2898 sacks salt, 955 hampers potatoes, 102 Freiss earthenware, 1 cask glass, 9 boxes herrings, and 100 deal.

Havre—Per ship Alliance—3000 burr stones and 4 cases rags.

EXPORTS.

Havre—Per ship Palermo—1747 bales cotton.

Per ship John Marshall—1700 bales cotton.

Liverpool—Per ship Rigo—3000 bris flour 447 bales cotton.

Havana—Per schr Ohio—1000 bris flour, 417 bales cotton.

Baltimore—Per barque Israel Perry—48 bales cotton, 401 sks Liverpool salt, 18 bbls bacon, 16 bris 225 kegs lard, 17 bbls whisky.

New York—Per barque Bohemia—302 bris flour, 260 bales cotton.

Georgetown—Per brig Octavia—1914 sacks corn.

Havana—Per brig Amicronia—9 bris flour.

Campeachy—Per schr Ninfa—440 bris flour and lots house, chewing, glass and tobacco.

Mobile—Per schr Kaper—10 hhds sugar, 27,600 lbs pork, 118 bris flour and small lots molasses, champagne, pork, bread, liquor, fish, tart, bagging.

Sabine river—Per schr David Rogers—staves, mms, axes, hardware, cutlery, crockery, clothing, saddlery, dry goods, medicine, furniture, jewelry, candles, tobacco, specie, and mdse.

Castine—Per schr Curlew—167 bris flour, 7 hhds sugar 105 hides, and small lots beef, pork, molasses, bacon, corn, meal and hard.

Galveston—Per steam packet New York—small lots sugar, spars, apples, coffee, mdse, lard, hardware, brandy, gin, beer, whaney, cherries, segars, soletesher, hip leather, &c.

LATEST DATES.

New York	Mar 4	Mexico	Feb 23
Boston	Mar 1	Liverpool	Feb 4
Philadelphia	Mar 1	London	Feb 4
Washington	Mar 1	Havre	Feb 2
Baltimore	Mar 1	Paris	Jan 31
Charleston	Mar 1	Bordeaux	Jan 24
New Orleans	Feb 22	Havana	Mar 1
Tampico	Feb 17	Kingston	Mar 1

MARINE INTELLIGENCE.

PORT OF NEW-ORLEANS.

CLEARED.

Ship Rara, Smith, Liverpool	L H Gale
Ship Solon Marshall, Curtis, Havre	Offen & Co
Ship Palmyra, Crandall, Havre	L H Gale
Barque Nimrod, Hore, Liverpool	L H Gale
Barque Israel Perry, Stevens, Baltimore	M Brofman
Brig Hope, Hodges, Nassau, New Providence	L H Gale
Brig Amicronia, Sp. Martinez, Havana	P De Lizardi & Co
Brig Octavia, Grace, Georgetown	J Bliss
Brig Hope, Morgan, Sabine	P Phillips
Brig Rapid, Frost, Mobile	J Weatherly
Brig Stella, (Span) Hernandez, Campeachy, Fernandez & Co	master
Brig Ninfa, Ayora, Campeachy	A & J B Weatherly
Steam packet New York, Wright, Galveston	master
	Bogart & Hawthorn

ARRIVED.

Tow boat Pugnacious, Davis, from the S W Pass—towing in ships Auburn and Wabash, and brigs Uncas and Rapprompto, brigs Alliance and Achiron, and barge Hudson—left the Bar 12th inst. at 4 p. m.—left Rapprompto below at a pilot—signing new in the river. ☞ The P. towed ships Uncas and Achiron to Mississippi city—other dropped below at a pilot.

Tow boat Pontchartrain, Sheridan, from the S W Pass—having towed in ship Barque Leopard—brought up ship Robert Center, of Newburyport, brig Virginia of Thomaston, schr Barnum, Jenkins, and several small vessels in the river.

Tow boat Tiber, Hayes, from the S W Pass—having towed in a barque Dauntless and brig Pandora—brought ship Carolina, brig Louisiana—left the N E Bar 10th inst. at 3 p. m. ship Mississippi and brig Mexico in the offing—nothing new to the

Ship Louisiana, Lemus, 18 days in passage, 3 days in the river.

Ship Jefferson, Wilmot, from Liverpool 6th Jan. master.

Brig Caravane, Lagrest from Port Republic, to mdse New York.

Ship Robert Bruce, Markness, from Liverpool 20th January, master.

Ship Helena, (Br) Breming, from Liverpool 21st January, to master.

Ship Actress, (Br) Tuite, from Liverpool 28th January, to master.

Ship Alliance, Farnsill, from Havre 27th January, to master.

Brig Hibernia, (Br) Lefeller, 15 days from Guadaloupe, in ballast, to master.

Schr Gilde, Hallet, from Key West March 1, in ballast, to Drake.

Schr Cora, Rentfield, from Tampico 1st March, to A M Hyde.

Steamboat Prairie, Freigh, from St Louis.

Steamboat Giraffe, Swaim, from Mobile.

Steamboat Alliance, Lotts, to a Louisville.

Hulk Black Walnut, from Cincinnati, in tow of steamboat Sultan.

RECEIPTS FROM THE INTERIOR.

Per steamboat Prairie from St Louis—7 bls tobacco, 2 bris to do—5 kegs do, 3 bbls tobacco, 5 kegs do, 2 bbls & 2 kegs do, 75 do do, 21 bbls whiskey, 1 horse shoes, 1 bbl hickory nuts, 1 pk pork, 1 yard & 4 sashing; 1 chest Loyal Cane & co, 1 box do, 1 do Lemon Bigot & Hawthorn; 1 bbl unit Mather Batalin; 2 bbls & deer skins W Chase; 1 bale cotton Bogart & co, 5 bales cotton Lawrence & Chalmers; 1000 bris flour, 30 do pork, 122 do do, 40 do lard, 180 sacks corn, 1468 pgs tool cage Pratigh.

Per packet Black Walnut from Cincinnati—564 bris pork, 681 kegs lard, 31 bbls pork, 1 J Merritt, 1418 bris pork, 1073 kegs lard 6 Renshaw.

Per steamboat Sultana from Louisville—300 bris flour Comstock, Hyde & co, 15 bbls pickles Bogart & Wattinger, 5 bbl tallow beef & Bell; 38 bbls tobacco Rogers, Gray & co; 343 do Carman & McMahon; 10 do A Pitot, 11 do Lewis & Allen, 5 do do, 40 G M Lee, 27 M Pleasants & co, 68 Kenna & Wright, 61 Lockhart, Frazer & Dunegan, 10 Arthur, Lake & Walker.

CONSIGNEES.

Per ship Carolina, J A Merritt, Adams & Hartwell, E Jordan, J Baldwin, Haddon & Hall, J Lanier & co, J Gray, Lanier & Small, Henshaw & Rogers, J M Bell & co, Pitkin & co, C A Bancroft, J Cockran, J Bailey, F M Webb & co, H Lyons, Wattridge & co, Kidder & Hall, J Davis, J Thayer & co, Chase & Dunn, & J Rice, C Flint, Long & Ashbaugh, Ashbaugh & Dunn, Dunn & Stark, J Nunn, Beebe & co, Cowdy & Elder, R R Squires, Gilmore, Layet & Amelung, Williams & Lindley, E & J Andrews, A F Dunbar & co, S E Hopson, Hopson & Wright, L